

PROCEDURES

1. Enter Class Delta Airspace at or above 1000' AGL while in route to the reporting points, and over residential areas whenever possible.
2. For Noise Abatement reasons, pilots should use paths over roadways or sparsely populated areas as much as possible, and use reporting points when entering or exiting Class Delta Airspace for Scottsdale Airport.
3. Use frequency 119.9, unless specified otherwise by Scottsdale Tower.
4. State position, arrival or departure request, and ATIS code on initial call.

REPORTING POINTS

1. **PIMA** – intersection of Raintree Road and Loop 101.
2. **BELL** – intersection of Bell and Scottsdale Roads.
3. **JAX** – (Crackerjacks) intersection of Paradise Ln. and Scottsdale Rd.

RECOMMENDED ARRIVAL ROUTES:

For landings at locations other than Scottsdale Airport/Airpark, report "LANDING ASSURED" to inform Scottsdale Tower that descent for landing has started.

On landing approach at Scottsdale Airport/Airpark operators shall remain west of the parallel Taxiway and runway extended centerline AT ALL TIMES unless specifically approved otherwise.

North and northwest arrivals proceed via North Arrival to BELL reporting point at 500' AGL, then direct to destination.

West and Southwest Arrivals proceed to JAX reporting point at 500' AGL, then direct to destination.

Northeast, east, southeast, and south arrivals via East or South Arrival to PIMA reporting point at 500' AGL, then direct to destination.

RECOMMENDED DEPARTURE ROUTES:

North and Northwest departures upon approval shall depart and proceed to BELL reporting point at or below 500' AGL, then climb to requested altitude while turning on course or preferred routing.

West and Southwest departures upon approval shall depart and proceed to JAX reporting point at or below 500' AGL until crossing reporting point, then climb to requested altitude while turning on course or preferred routing.

Northeast, east, southeast, and south Departures shall obtain specific approval to cross the runway, then depart and proceed to PIMA reporting point at or below 500' AGL then climb to requested altitude while proceeding on course or preferred routing.

On departure climb out operators shall remain west of the parallel Taxiway and runway extended centerline AT ALL TIMES unless specifically approved otherwise.

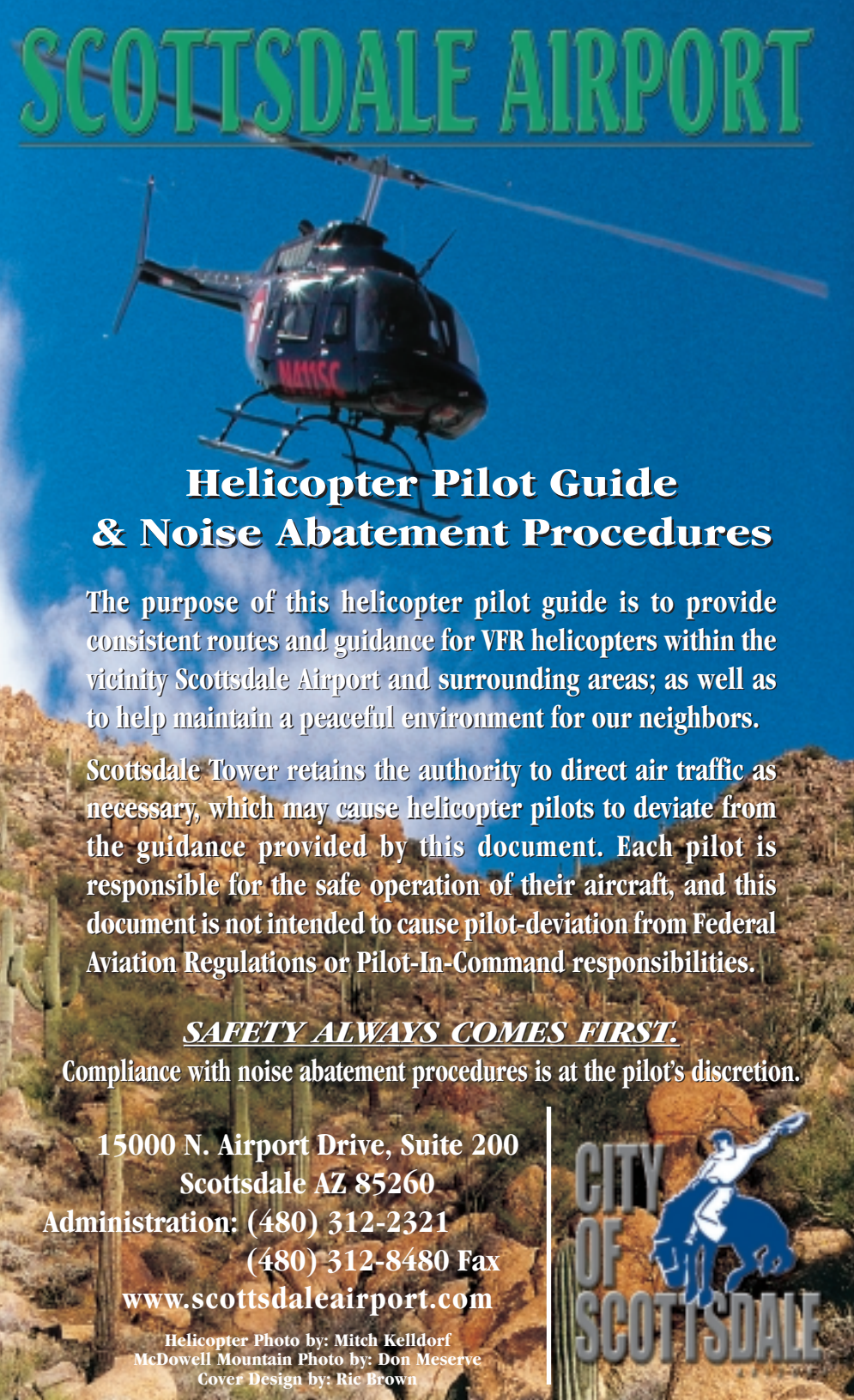
NOTE: Departure and Arrival routes that require crossing the runway require specific approval **PRIOR** to crossing.

**Symbol Legend**

Arrival / Departure Route

Reporting Point

CAUTION:
NOT TO BE USED FOR NAVIGATION



Helicopter Pilot Guide & Noise Abatement Procedures

The purpose of this helicopter pilot guide is to provide consistent routes and guidance for VFR helicopters within the vicinity Scottsdale Airport and surrounding areas; as well as to help maintain a peaceful environment for our neighbors.

Scottsdale Tower retains the authority to direct air traffic as necessary, which may cause helicopter pilots to deviate from the guidance provided by this document. Each pilot is responsible for the safe operation of their aircraft, and this document is not intended to cause pilot-deviation from Federal Aviation Regulations or Pilot-In-Command responsibilities.

SAFETY ALWAYS COMES FIRST.

Compliance with noise abatement procedures is at the pilot's discretion.

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